OUR NEWS-ROOMS AND REFERENCE & LENDING LIBRARY will shortly be opened for the use of Subscribers to the "HONGKONG TELEGRAPH" FREE.

The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES NO. 313 日九廿月二年二十二緒光 SATURDAY, APRIL 11, 1896. 六拜禮 號一十月四英港香 THIRTY DOLLARS PER ANNUM.

"ODOL"

THE MEDICAL HALL, DEUTSCHE APOTHEKE, 70, QUEEN'S ROAD CENTRAL, Hongkong.

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital£1,000,000
Subscribed Capital.....£ 500,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—

D. Gillies, Esq. | ChowTung Shang, Esq.
H. Stolterfoht, Esq. | Kwan Hoi Chuen, Esq.
Chan Kit Shan, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.
Hongkong, 23rd October, 1893. [7

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL£1,500,000
SUBSCRIBED£1,125,000
PAID-UP£ 562,500

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED on CURRENT ACCOUNTS at the Rate of 2 per cent. per annum on the Daily Balance.

ON NEW FIXED DEPOSITS:—
For 12 Months.....4 per cent.
" 6 " 3½ "
" 3 " 2½ "
DEPOSITS RENEWED ON OLD TERMS.

J. W. R. TAYLOR,
Manager, Hongkong.
Hongkong, 18th December, 1894. [8

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP£800,000
RESERVE LIABILITY OF SHAREHOLDERS.....£800,000
RESERVE FUND£325,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent.
" " " 6 " ... 3½ "
" " " 3 " ... 2½ "

T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 16th September, 1895. [53

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL$10,000,000
RESERVE FUND$ 5,750,000
RESERVE LIABILITY OF PROPTORS...$10,000,000

COURT OF DIRECTORS:
A. McCONACHIE, Esq.—Chairman.
ST. C. MICHAELSEN, Esq.—Deputy Chairman.
Hon. J. J. Bell-Irving. | J. Kramer, Esq.
G. B. Dodwell, Esq. | D. R. Sassoon, Esq.
M. D. Ezekiel, Esq. | R. Shewan, Esq.
R. M. Gray, Esq. | N. A. Siebs, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED On Current Account at the rate of 1 per Cent. per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.
Hongkong, 15th February, 1896 [31

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st August, 1895. [32

Insurances.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.
Hongkong, 28th May, 1895. [34

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 26th May, 1894. [247

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000 } $833,333.33
EQUAL TO
RESERVE FUND $318,000.00

BOARD OF DIRECTORS.
LEE SING, Esq. | LO YEUK-MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER.—HO AMEL.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the World.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 27th December, 1895. [49

Notice of Firms.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

NOTICE.

UNDER instructions from the Directors Mr. H. A. RITCHIE will TAKE CHARGE of the Company's Business at this Port on and after the 9th instant.

ALF. WOOLLEY,
Acting Superintendent.
Hongkong, 9th April, 1896. [642

GEORGE FENWICK AND COMPANY, LIMITED.

NOTICE is hereby given that during my Temporary Absence from the Colony, Mr. WILLIAM G. WINTERBURN has been appointed ACTING GENERAL MANAGER of the above FIRM.

By Order,
GEO. FENWICK,
General Manager.
Hongkong, 8th April, 1896. [637

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

DURING my Temporary Absence from the Colony, Mr. E. W. MAITLAND will ACT as SECRETARY.

By Order of the Board,
W. H. RAY,
Secretary.
Hongkong, 8th April, 1896. [638

NOTICE.

NIPPON YUSEN KAISHA.

DURING my Temporary Absence from the Colony, Mr. K. KIYOOKA, Sub-Manager, will TAKE CHARGE of this OFFICE.

By Order,
H. U. JEFFRIES,
Manager.
Hongkong, 7th April, 1896. [633

NOTICE.

MR. GEORGE HUTTON POTTS has been admitted a PARTNER in our FIRM as from This Date. The Style of the Firm will henceforth be BENJAMIN, KELLY and POTTS.

BENJAMIN & KELLY.
Hongkong, 1st April, 1896. [603

NOTICE.

THE Interest and Responsibility of Mr. CHRISTIAN SOPHUS OSCAR VON DER HEYDE in our Firm CEASED from the 29th February last.

CHAS. J. GAUPP & Co.
Hongkong, 31st March, 1896. [599

SPECIAL NOTICE.

WE the Undersigned beg to notify the Public that we have This Day PURCHASED from Messrs. WING CHEONG & Co. the STOCK-IN-TRADE, FIXTURES and GOODWILL of their BUSINESS as MERCHANTS and SHIPCHANDLERS, and the Business will be conducted from this 18th day of February, 1896, as heretofore.

FOOK CHEONG & Co.,
No. 44, Praya Central.
AH YON,
Managing Partner.
Hongkong, 18th February, 1896. [399

Intimations.

THE PEAK CHURCH.

THE ANNUAL MEETING will be held at ST. PAUL'S COLLEGE on MONDAY next, the 14th instant, at 4.30 P.M.

BUSINESS:—To pass Accounts; to issue a Report, and to elect a Committee.

All Persons interest in the CHURCH are invited to attend.

R. F. COBBOLD,
Hon. Secretary.
Hongkong, 9th April, 1896. [644

WANTED.

EMPLOYMENT as WHARFINGER, GODOWN or HULK KEEPER or SHIPPING CLERK, or where advertiser can make himself generally useful. Many years' experience in CHINA and with CHINESE.

Apply to
G.,
c/o *Hongkong Telegraph* Office.
Hongkong, 9th April, 1896. [643

LEVY HERMANOS.

AND AT
SHANGHAI, MANILA, ILOILO AND PARIS.

JEWELLERY, DIAMONDS, WATCH, CHRONOMETER & CLOCKMAKERS
Also
GENERAL IMPORT & EXPORT.
10, *QUEEN'S ROAD CENTRAL*
Opposite the Telegraph Office.
431

G. FALCONER & CO.,

WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS and BOOKS.
No. 45, Queen's Road Central. [58

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCKMAKERS, JEWELLERS, SILVERSMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
Nos. 54 & 56, Queen's Road Central. [37

MEE CHEUNG,

PHOTOGRAPHER,
THE FLOOR OF ICE HOUSE, IN *Ice-House Road*.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a Specialty.
Hongkong, 22nd September, 1894. [41

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
LONDON	*Shanghai*	J. Cowie, R.N.R.	About 18th April...	Freight or Passage.
SHANGHAI	*Ravenna*	E. Street	About 19th April...	Freight or Passage.
LONDON, &c. ...	*Peshawur*	F. J. Cole	Noon, 23rd April..	See Special Advertisement.
JAPAN, &c.	*Verona*	C. H. S. Tocque, R.N.R.	Noon, 24th April.	Freight or Passage. (Passing through the Inland Sea.)
LONDON, &c. ...	*Canton*	A. G. Cubitt, R.N.R.	About 5th May ...	Freight or Passage.

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.
Hongkong, 11th April, 1896. [431

THE PHARMACY.

TANSAN, TANSAN, TANSAN.

This refreshing and invigorating Table Water contains 8 per cent. more IRON CARBONATE than any Water from similar Spas.

Sole Agents for HONGKONG and SOUTH of CHINA:—

FLETCHER & CO.
and
CARMICHAEL & CO.
605)

MONTHLY RATES FOR MEALS AT H.K. HOTEL

BREAKFAST	$12.00
TIFFIN	15.00
DINNER	20.00
ALL 3 MEALS	42.50

KELLY & WALSH, LD.

TENNIS BATS.
SALTER'S BLACK GUT,
"THE DEMON." "THE SPECIAL DEMON,"
AND A VERY CHEAP LINE AT $4.00 EACH.
Hongkong, 11th April, 1896. [6

THE CLUB HOTEL, 5, *BUND, YOKOHAMA.*

HOTEL METROPOLE, 1, *TSUKIJI, TOKYO.*

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggages and affording information. Passengers are met at the Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager, *YOKOHAMA.* | L. DEWETTE, Manager, *TOKYO.* [160

THE HONGKONG BUTCHERY,

Nos. 11, 16 and 18 Central Market.

TRY OUR.

VEAL SAUSAGES 25 Cents per D.

BOLOGNA SAUSAGES 50 Cents per D.

SHIPPING AND COAST PORT ORDERS WILL HAVE PROMPT ATTENTION.

J. TATAM,
Proprietor.
Hongkong, 11th February, 1895. [49

MOUNT AUSTIN HOTEL.

1,400 FEET ABOVE SEA LEVEL.

TELEGRAPHIC ADDRESS, "EXCELSIOR," HONGKONG. A. B. C. Code.

TELEPHONE, No. 35.

THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN QUEEN'S ROAD.

TIFFIN AT 1 P.M. DINNER AT 8 P.M.

ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in PRIVATE DINING-ROOMS.

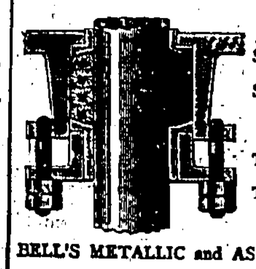
For further Particulars apply to

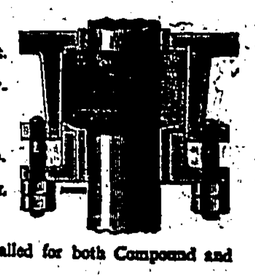
THE MANAGER,
MOUNT AUSTIN HOTEL.
Hongkong, 27th July, 1895. [38

Intimations.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

HONGKONG HOTEL—PRAYA.





Sole Eastern Agents for
SPHINCTOR GRIP ARMOURED HOSE.
SNOWDON, SONS & Co. "SNOWDRIFT" MANUFACTURER.
THE NEW WIRE WOVE ROOFING Co.
THE ALUMINIUM AND GENERAL FOUNDRY Co.

BELL'S METALLIC and ASBESTOS PACKINGS are unequalled for both Compound and Triple Expension Engines.

COTTON PARAGON PACKING, TUCK'S PACKING and all kinds of Jointings kept in stock.

SPECIALLY MADE CLOTH FOR FILTERS. ENGINE AND CYLINDER OILS.

W. JACKSON, Manager.
Hongkong, 27th February, 1896. [30

FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.

In cases of 2 doz. pints$35 per case.
do 1 " quarts$33 "

SHEWAN & Co.,
Agents.
Hongkong, 13th May, 1895. [33

SHERRIES.

TRADE MARK. ESTD. 1884. TELEPHONE—75.

	PER DOZEN.
OLOROSO, red seal (*fine nutty golden*)	$18.00
AMONTILLADO, white seal (*choicest dry*)	$20.00
SOLERA, yellow seal (*fruity golden*)	$20.00
SOLERA, black seal (*a very dark fruity wine, vin. 1820*)	$25.00
AMOROSO, green seal (*rich golden*)	$30.00

The above stand in the first rank of after dinner SHERRIES and have been specially selected by our London house at very low prices for wines of such quality.

CALDBECK, MACGREGOR & Co.,
WINE and SPIRIT MERCHANTS.
Hongkong, 28th March, 1896. 39

LANE, CRAWFORD & CO.

GENERAL STORE-KEEPERS AND COMMISSION AGENTS.
SHIPCHANDLERY DEPARTMENT.

SIR CHAS. PRICE & Co.'s ENGINE and CYLINDER OILS.
ENGLEBERT'S CYLINDER OIL.
CRANE'S CYLINDER OIL.
VALVOLINE, CASTOR OIL, &c., &c.
TUCK'S GENUINE PATENT PACKING.
ASBESTOS PACKINGS of all kinds.
PARAGON PATENT PACKING.
ROPE, CANVAS, &c.
HUBBUCK'S PAINTS and VARNISHERS.
HOLZAPFEL'S PATENT COMPOSITION, ANTI-CORROSIVE and ANTI-FOULING, for STEEL VESSELS.
SOAPSTONE ENAMEL COMPOSITIONS for HOLDS, BUNKERS and TOP-SIDES.
FRESH WATER SUPPLIED.

LANE, CRAWFORD & CO.
Hongkong, 4th February, 1896. [273



TRADE MARK.
Hong Name:—YUEN WO.
TELEPHONE, No. 135.

NOTICE.

We have REMOVED to the more Commodious Premises No. 12, QUEEN'S ROAD CENTRAL.

GANDE PRICE & CO.,
WINE AND SPIRIT MERCHANTS.
Hongkong, 30th March, 1896. [430

OUR GREAT AIM IS TO SUPPLY OUR CUSTOMERS WITH THE VERY BEST ARTICLE AT A LOW PRICE.

THAT IS WHY WE ARE INTRODUCING

BRAUN'S "EXPORT" BEER

PRICE:—
$10.50 per Case of 6 dozen Pints. $12.50 per Case of 4 dozen Quarts.
Cash on Delivery.

THE SEATTLE BREWING & MALTING CO., CHINA-JAPAN AGENCY.
Head Office:—8, D'Aguilar Street, Hongkong.

For price and terms, apply to
THE MANAGER.
Hongkong, 22nd January, 1896. [192

EXPLOSION IMPOSSIBLE.

JASTRAM'S PATENT
GOLDEN MEDAL
PETROLEUM ENGINES
OF 2 TO 12 H.P.
FOR FACTORIES AND LAUNCHES.



NOISELESS. SMOKELESS.

WORKED BY ORDINARY PETROLEUM.
Consumption of Petroleum 1 lb. per H.P. and Hour.
A Working Stationary Engine and a Launch with a 4 H.P. Engine will be shown and full particulars be given on application.

SCHEELE & CO., HONGKONG,
SOLE AGENTS FOR THE EAST.
47) NO PROFESSIONAL ENGINEER REQUIRED.

To-day's Advertisements.

HONGKONG VOLUNTEER CORPS.

CORPS ORDERS FOR WEEK ENDING 18TH APRIL, 1896.

GENERAL.

No. 391.—DRILL.—Commandant's parade, at 6 P.M., on MONDAY, the 13th instant.
Uniform:—
FIELD BATTERY—Serge, caps, carbines and side arms.
MACHINE GUN CO—Khaki drill, caps, carbines and side arms.

No. 392.—ANNUAL INSPECTION OF CORPS—WEDNESDAY, the 15th instant, by His Excellency the GOVERNOR and His Excellency the GENERAL OFFICER COMMANDING. All Members to attend unless a medical certificate be furnished before parade, or on leave specially sanctioned by Commandant. To fall in at Headquarters at 3.45 P.M. sharp.
Uniform:—
FIELD BATTERY.—Review order, Cloth (Officers to wear silver belts), helmets with fittings, carbines and side arms.
MACHINE GUN CO.—Review order, Serge, helmets with fittings, carbines and side arms.
Transport will be provided for the Dock Detachment, to leave Docks at 3.30 P.M. sharp.
Signallers to attend in Serge, belts and helmets with fittings.

NOTE.

All further Corps orders until next drill season will be sent out in Express form.

FIELD BATTERY.

No. 393.—JOINED—E. HERBST has been permitted to join as a Signaller, dated 7.4.96.
No. 394.—DRILLS—Headquarters, TUESDAY, 5.30 P.M., Company.
Headquarters, TUESDAY, 9 P.M., Company.
Headquarters, THURSDAY, 5.30 P.M., Company.
Headquarters, THURSDAY, 9 P.M., Company.
Kowloon Docks, TUESDAY, 5.30 P.M., Company.
Kowloon Docks, THURSDAY, 5.30 P.M., Company.
Plain Clothes for these parades.
No. 395.—SIGNALLING—TUESDAY and THURSDAY, at 5.30 P.M., at Headquarters with flag.

"A" MACHINE GUN CO.

No. 396.—DRILL—TUESDAY, 5.30 P.M., Company, Plain Clothes.
TUESDAY, 9 P.M., Company, Plain Clothes.
THURSDAY, 5.30 P.M., Company, Plain Clothes.
THURSDAY, 9 P.M., Company, Plain Clothes.

NOTICE.

Applications from Gentlemen desirous of joining the Corps should be sent to VOLUNTEER HEADQUARTERS, when a copy of the Regulations, &c., will be sent, and any information afforded.

By Order,
L. A. C. GORDON,
Captain R.A.,
Adjutant, H.K.V.C.

Hongkong, 11th April, 1896. [635

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

THE Company's Steamship

"THALES,"

Captain H. Bathurst, will be despatched for the above Ports TO-MORROW, the 12th instant, at Daylight.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 11th April, 1896. [646

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Steamship

"NANCHANG,"

Captain Finlayson, will be despatched on WEDNESDAY, the 22nd instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 11th April, 1896. [656

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Steamship

"CHANGSHA,"

Captain Williams, will be despatched on FRIDAY, the 24th instant, at 3 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 11th April, 1896. [657

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "HARROW,"
FROM LONDON, ANTWERP AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th instant will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 17th instant or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th instant, at 3 P.M.
No Fire Insurance has been effected.
Consignees are hereby notified that before delivery of the Cargo can be obtained they must sign an AVERAGE BOND which is lying at the Office of the Undersigned.
Bills of Lading will be countersigned by
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 11th April, 1896. [615

To-day's Advertisements.

GOVERNMENT NOTIFICATION.
No. 141.

NOTICE is hereby given that 9-POUNDER and MACHINE GUN PRACTICE will be carried out by the CREW of H.M.S. *CENTURION* in an East and South-East direction from the point below Kowloon East Battery from the 13th instant to the 18th instant, between the hours of 9 A.M. and 4 P.M.
All Ships, Junks, and other Vessels are cautioned to keep clear of the range.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office.
Hongkong, 11th April, 1896. [654

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

No. 4 OF 1896.

IN THE MATTER OF NG KWAI, LATELY CARRYING ON BUSINESS OF A BEEF DEALER, AT NO. 162, THIRD STREET, VICTORIA, HONGKONG, UNDER THE STYLE OF WO LUNG HOP KEE.

NOTICE is hereby given that the above named DEBTOR was this day adjudicated BANKRUPT, and that the Undersigned was appointed Trustee.

ARATHOON SETH,
Official Receiver.

Official Receiver's Office,
Supreme Court,
Hongkong, 2nd day of April, 1896 '653

Intimations.

DAKIN, CRUICKSHANK & COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.
SODA WATER.
LEMONADE.
GINGER ALE.
SARSAPARILLA.
RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.
Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.
Any complaints should be addressed to the Manager.

Hongkong, 3rd May, 1895. [427

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINES AND SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS,
with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currents as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINES and SPIRITS to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.

Hongkong, 10th January, 1896. [5

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, *Hongkong Telegraph*" and not to the Editor.
Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.
Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication; but as evidence of good faith.
Whilst the columns of the *Hongkong Telegraph* will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than Three o'Clock so as not to retard the early publication of the paper.
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.
The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be learnt on application.
The Hongkong Telegraph's number at the Telephone Central Exchange is No. 1. Telegraphic address:—"Telegraph," Hongkong.

The Hongkong Telegraph

HONGKONG, SATURDAY, APRIL 11, 1896.

NOTES AND COMMENTS.

Mr. WHITEHEAD'S reply to the address presented to him on his return to the Colony is a little long and a little diffuse and travels a little out of the direct road to censure the Government on—the one hand and to praise the Sanitary Board on the other. Nevertheless it is a very valuable paper, and we hope that the Honorable gentleman will have it, and the address to which it is a reply, republished in some more permanent form, and will give it a wider circulation than it can possibly obtain through the columns of the local press. There is nothing in it that is not both useful and true, and that, if not strictly applicable to the subject in hand, is deserving of serious consideration.

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Mr. WHITEHEAD when in England gave up a very considerable portion of his time to pressing on the attention of Secretaries and Under-Secretaries of State, on Members of Parliament and the public generally, the rightful claims of the residents in Hongkong to have some part or share in the management of their own affairs. He worked well and zealously, if not successfully, and he deserved a much more public and a much more enthusiastic reception on his return than was accorded him. Why he was not more warmly welcomed and more heartily thanked for his services we all know, although very few of us care to say. The officials and their personal friends do not like him. He gives them trouble, the most serious of all possible offences in the eyes of the Bureaucracy—he is always "wanting to know, you know"—and that attitude of mind has always and will always continue to be most hateful to the whole tribe of "Tite Barnacles," whether in England or the colonies. His colleagues are, probably, a little jealous of him, and during his absence had betrayed the cause to which he and they were pledged by allowing themselves to be made the tools of the Government in the matter of the Sanitary Board and of the Military Contribution. The leaders of public opinion in Hongkong had fallen under baneful influences and were pledged to the "Peace at any price" policy of the head of one of our great institutions, and to the traditional belief of another of the great houses, that "all is for the best in this best of all possible worlds," and that because Hongkong has got on so far so well, in spite of the alleged defects in the Government, it could go on forever in the same antiquated fashion and win through all its difficulties as the traditional British soldier has always done; the pluck and perseverance of the rank and file overcoming all the evils and dangers of defective leadership. It is not at all wonderful, therefore, that a privately got up address from two hundred and eighty of his fellow-citizens is all the thanks Mr. WHITEHEAD has got for his six months' strenuous labours on behalf of the Colony, and that there has been no public reception and outspoken, hearty congratulations and acknowledgement.

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Of one thing Mr. WHITEHEAD may be assured, and it is that those who got up the address and those who signed it were thoroughly in earnest and that from them at least it is no empty compliment. His reply to that address may be condemned and belittled by the official clique and by their friends and by those, too, perhaps, who ought to be his most strenuous supporters in the policy therein laid down. Nevertheless, by far the greater number of the residents in the Colony are with him heart and soul, and he may feel satisfied, from the reception his paper has met with from the press, that it expresses substantially the public opinion of the Colony. The present system of Government is antiquated and absurd. It is utterly un-English and thoroughly unconstitutional. It is sanctioned by no law and although capable of being worked in accordance with Constitutional principles it is becoming day by day, in the hands of its present administrators, more autocratic, more tyrannical, and more absurd. The statements in the petition presented by the Colony to the House of Commons last year might easily be expanded into a volume, to show the inane folly of the present system of government in what are called "Pure Crown Colonies" and such a volume might well have for its title "*How a Crown Colony is Governed*" or "*Taxation without Representation.*" In theory there is some sort of representation; in actual practise there is absolutely none.

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Mr. WHITEHEAD seems to hesitate between the popularization of the present form of Government by the presence in the Legislative Council of a majority of unofficial members and the creation of a municipality for the management of the affairs of the city and harbour of Victoria, the frame of the general Government remaining the same. There are two very strong objections to a municipal government for the city and the port. The first is, that if a municipality were constituted with a proper working staff and with complete control over the streets, over the sewers and drains, over the police, over sanitation, water, light etc; such as prevails in Shanghai, there would be no further use for the present members of the Civil Service. There is not work for three men outside of the city and its suburbs, the Peak and Kowloon, and the others would have either to be pensioned off or to take service under the Municipality, and even then there would not be employment for one half of them. The city and harbour of Victoria is Hongkong, and the co-existence of an Imperial government organisation would be a useless waste of good money and lead simply and solely to constant quarrels and disturbances between the rival powers. This leads us to the second objection. If a municipality of the Singapore type were established here, the general government remaining the same, the municipality would be as completely under the authority of the Secretary of State and of the Governor as our Sanitary Board is now, or as the Municipality is in Singapore. It must have the approval of the Governor for all its doings, and his veto, or a local Ordinance, would render it helpless. The supreme legislative authority on all matters would still lie with the Legislative Council, *i.e.*, with the official majority acting in obedience to the Governor or to the Secretary of State. There would be the same constant interference with the actions of the Municipal Council and its officers that forced the independent members of the Sanitary Board to resign last year.

* * *

If there is a popular majority on the Legislative Council which cannot be overruled except by a direct veto of a competent authority—a veto which would never be exercised except in grave cases—the Executive officers of the Government would very soon find that they would have to shape their course according to the will of the Legislature, for if it could not subject them directly to its orders or dismiss them, they would very soon find that it could refuse to vote their pay and allowances, or reduce them at will. The power of the purse is strong enough for all practical purposes.

* * *

We would prefer, of course, to get rid of all, or nearly all, of the gentlemen who now fill the appointments in the Civil Service here and make a clean sweep of all the departments, substituting for the management and control of all the internal affairs of the colony a Municipal Council on the model of the one in Shanghai, with a military Governor to command the Garrison and conduct all external relations; but as, it is to be feared, we cannot have that, then the next best thing is a popular majority on the present Legislative Council, which would very speedily, and very effectively, provide for the better management of the colony and at very much less expense.

TELEGRAMS.

REUTER'S MESSAGES.

THE DONGOLA EXPEDITION.

LONDON, April 9th.

Mr. Curzon, replying to a question by Sir Ellis Ashmead-Bartlett, said that the Government had entered into no engagement with the Powers not to advance beyond Dongola.

THE TRANSVAAL.

The land reformers have been committed for trial on a charge of treason.

MATABELELAND.

Gifford's party has returned to Bulawayo. They were hotly engaged twenty miles to the northward of the town when reliefs reached them.

(From the *Rangoon Times.*)

A MUCH NEEDED REMINDER.

LONDON, March 25th.

Mr. Curzon, replying to a question in the House of Commons, said he proposes to issue a reminder to all Consuls abroad of their duty of forwarding samples and details of foreign articles displacing British ones in their districts.

GREAT BRITAIN AND ITALY.

ROME, March 25th.

Ex-Minister Blanc made an important speech, in which he said the contingency of the Italian evacuation of Kassala had led to definitive public proofs of alliance with Great Britain, which was founded on effective community of interests, extending to the security of Italy as a maritime Mediterranean Power. The Duke of Sermoneta concurred in Baron Blanc's remarks, but said the alliance was one of sentiment. He observed that in the event of the reconquest of the Soudan, the Italians must relinquish Kassala.

THE JAMESON TRIAL.

London, March 26th.

The trial of Dr. Jameson has been adjourned till the 28th April.

THE "EXE."

The steamer *Exe* is still on the rocks on which she grounded, in a dense fog, on Thursday. The tug *Fame* went down yesterday with lighters, and returned last night for more cargo-boats. The P. & O. Co's tug *Dragon* was sent down yesterday afternoon to render assistance. Up to 5 o'clock this afternoon no further news respecting the ill-fated ship was procurable.

RE THE "OCAMPO."

The examination of the E. and A. Co.'s chartered steamer *Ocampo*, which grounded near Fu-ti-mun last Wednesday, resulted in the discovery that six plates will have to be removed from the fore part of the vessel and the stem be straightened. The *Ocampo's* departure for Australia will therefore be postponed for a few days, pending the completion of the repairs for which she docked yesterday.

LOCAL AND GENERAL.

SIX cases of plague to-day.

H.M.S. *Swift* left to-day for Japan.

ALL roads lead to London—even Cecil Rhodes.

THE U.S.S. *Detroit* left Shanghai for the river ports on the 6th instant.

THE Rhodes-Jameson faction has re-christened Johannesburg "Judasburg."

THEY call him Oom Paul, but he is going on just though he were Oom Rule.

THE Japanese Consul for Chungking (Mr. Kato) and his staff left Shanghai on the 4th instant for Hankow, *en route* for Chungking.

MR. NAKAGAWA, for some time Consul for Japan in this Colony, took over charge of the new Japanese Consulate in Townsville recently.

SYDNEY *Bulletin* says Mr. Frank Wrench, late of Sydney, now holds a commission in the Chinese Army.—Indeed! What side have got?

WHAT'S in a name? Mr. Charlie D. Whitty, Custom House officer, Tweed Heads (N.S.W.), drew the horse Te Whiti in a big sweep the other day.

DUNRAVEN, says our Philadelphia namesake, was not a success in "Measure for Measure." He should confine himself for ever and ever to "Much Ado About Nothing."

THE bicycle is "all the craze" in Ceylon, even more so than in Singapore. In Ceylon the Governor, the Bishop, and the Colonial Secretary bike. So saith the *Straits Times.*

RELIABLE advices from Chengtu inform the *China Gazette* that some of the mandarins who were cashiered last year for their share in the Szechuen outrages are beginning to reappear upon the scene of their former exploits!

THE revenue cruiser *Chuentiao*, which has been most sumptuously refitted, regardless of cost, for the tour of the "I G," is, according to the *China Gazette*, expected to leave Shanghai about the 16th for Taku. Extensive alterations have been made in the internal arrangements of the vessel.

THE *Rangoon Times* of 17th ultimo states that the latest reports from two Opium Agents estimate the total outturn for India of the year 1895-96 at 69,000 *maunds* only; and as strong west winds have been drying up the plants, the price of this quantity may have to be considerably reduced.

THE *China Gazette* learns by telegraph from Tokio that Count Mutsu, the Japanese Minister for Foreign Affairs, who has been in bad health for over a year, during which time the Marquis Saionji, Minister for Education, has transacted his business, had so far recovered that he was able on the 4th instant to resume duty at the Foreign Office.

THE following from the bright little Washington *Star* has no local application:—

"Don't let anybody, especially newspaper men, know what we're doing," said a Government official to his colleague.

"Why, man, for a long time we've been doing nothing at all."

"Yes, and that's just what I'm anxious to keep the public from finding out."

CYCLING has "caught on" in Hongkong, many of the leading residents having lately taken to the wheel as a means of getting fresh air and exercise. In Singapore cycling is also much in vogue just now and to meet the demand for first-class cycles Messrs Robinson & Co., of Singapore, have imported a number of "Raglans," of which the Singapore *Free Press* speaks very highly. A few years ago "the boys" only cycled here; now, however, "old stagers" are to be seen going along Queen's Road like lightning.

WE have received from our worthy fellow-citizen Mr. Emil Neidhardt, whose advertisement will be found at the top of the first page of this issue, a bottle of "Odol" which is one of the best, if not *the* very best, mixture ever made up for cleaning the teeth, rinsing the mouth and for gargling. It is claimed that if the directions attached to each bottle are faithfully observed, the teeth will be secured from decay, for "Odol" destroys all matter injurious to the teeth. That "Odol" is undoubtedly a preservative of teeth may be taken for granted when it is known that dentists denounce it in unmeasured terms whenever they have an opportunity.

JAPANESE papers contain accounts of a murder in one of the South Sea Islands in February last. The murdered man was one Okamatsu Shirasuburo, belonging to the city of Sendai. He went to an Island of the Track Group in the South Seas in April last year and has since been trading there. On the 9th of February he, with four natives, visited another island some ten miles distant and on finishing his business the following day, set out for his boat. On nearing the beach he was, according to the *Kobe Herald's* translation of the reports, shot by a younger brother of the chief of the tribe in the island. The corpse was temporarily buried by his native companions. On the matter being made known to other Japanese in the South Seas they consulted together and disinterred the body and held an examination in the presence of an American missionary as witness. All present are reported to have been so indignant that they threatened to punish the murderer there and then, but as the island belongs to Spain they came to the conclusion that it would not be right to take the law into their own hands and that the wisest course would be to lay particulars before the Government. Accordingly, a Mr. Kawasumi was selected to return home and report the facts to the authorities. The Nan-yo Shosen (South Sea Trading Company), of which organisation the murdered man was a member, is carefully considering the matter, in view of its bearing upon the security of their trade if allowed to pass unnoticed.

OVIDE MUSIN, the gifted violinist, was expected in Singapore from Manila early this month, and was to give a concert there on the 6th inst.

BY an Imperial Edict issued on the 2nd instant Chang Shang has been appointed Commissioner of the government satin and silk weaving factories at Nanking.

THE Mission steam-launch *Day Spring* will call alongside any vessel hoisting the answering pennant, between 9 and 10.30 a.m. on Sunday, to convey men ashore to the 11 o'clock service, returning about 12.30 p.m.

THE most expensive parliament in Europe is that of France. The two Chambers cost the nation $1,500,000 annually. Spain spends $400,000 on her representation, Italy $420,000, England $320,000, Belgium $190,000, Portugal $150,000, Germany $95,000

THE *Times* strongly condemns the proposal of Government to grant retiring allowances of eighteen hundred pounds a year to the Duke of Cambridge in addition to his existing emoluments; the grant, it is stated, is contrary to the Regulations and to the decision of the late Government in which Mr. Balfour at the time acquiesced. *The Times* recommends the Duke to decline the allowance.

A COPY of the *Straits Times* received here this afternoon contains brief particulars of what is styled "The Acheen War." It appears that about 2,000 Achinese troops, who had been drilled and armed by the Dutch, broke their allegiance to the Dutch Government and are assisting their fellow-countrymen to carry on well-nigh interminable hostilities with the Dutch. General Vetter is Commander-in-Chief of the Dutch forces.

THUS the *North China Daily News* of the 6th instant:—A number of friends on Saturday afternoon visited the P. & O. steamer *Canton* to say good-bye to Baron von Siebold, who for ten months has been in charge of Austro-Hungarian interests in Shanghai, and who left by the steamer mentioned for Japan. After a short stay in that country Baron Siebold will proceed home, and, it is understood, will take up an appointment in Europe.

THUS the Boston *Journal* in the course of its review of the Venezuelan embroglio:—In the present instance she [the Queen] saw sooner and more clearly than some of her Ministers that it would disgrace her kingdom in the eyes of the world to reject our disinterested overtures to settle the long-standing Venezuelan boundary dispute by means of arbitration. Thirty years ago her influence was potent with other Ministers of hers who sought to disgrace her kingdom in another way, by the recognition of the Southern Confederacy, founded on a denial of the basic principles of humanity and justice. Almost alone among rulers of great states, Victoria continues to be what a Christian monarch should be—to use her royal powers for peace and righteousness. Her long life has been a blessing to her realm; her death will leave the whole world her debtor.

IN 1876 West Australia produced 302 oz. gold; in 1891 the yield had grown to 30,311 oz. The progression thereafter, according to the Sydney *Bulletin*, was 59,548, 110,890, 207,131; for 1895 the yield was 231,513. Compare this with Victoria's early days, when ten times more was got with ten times less fuss—or compare it with Victoria to-day, when three times more is got with no fuss at all:—

Westralia's '95	oz.	Victoria's '95	oz.
Coolgardie	125,106	Ballarat	166,215
Murchison	65,477	Bendigo	150,413
Yilgarn	19,748	Beechworth	96,419
Pilbarra	19,532	Gippsland	92,588
Kimberley	765	Maryboro'	81,374
Ashburton	541	Castlemaine	66,086
Dundas & Wyndham	354	Ararat	31,052
	231,513		693,146

Ballarat beats Coolgardie, and so does Bendigo. Beechworth, Gippsland, Maryborough, and Castlemaine each beat Murchison, and the faded Ararat beats the combined Pilbarra, Kimberley, Ashburton, Dundas, and Wyndham out of sight. The motto for Westralia henceforth should be: Stuff up or Shut up.

Queensland's gold for '95:—

March quarter		139,212
June	"	164,456
Sept.	"	156,434
Dec.	"	166,197
		626,299

According to the official reckoning, Queensland beat Victoria for '94, but '95 tells a different tale.

YE BALLADE OF YE REUTER.

When day dawns chill, and we lift the blind
On sodden herbage and dripping spout,
Or the liver threatens our peace of mind,
Should the pain within or the rain without
Suggest that the West (which you've heard about)
Is much too early, or we too late,
With this as our text we preach down doubt—
'Reuter takes care that we're up to date'!

Cranks may tell us we lag behind,
Snarling critics may jeer or flout;
All that occupies human-kind
We learn each day in the "Morning Scout,"
From Baratieri's shameful rout,
And what Curzon said in the last debate,
To the Boat race tip of a towpath lout—
Reuter takes care that we're up to date!

We read of boundaries ill defined
Of strange hob-nobbings of "Knout" and "Kraut,"
Where and with whom "the Prince" has dined,
Of Salisbury's headache and Salisbury's gout,
Of unprecedented wet—or drought,
And *Nosebag's* win in the Cockhorse Plate,
And the Champion's score of 3 (not out)—
Reuter takes care that we're up to date!

ENVOI.

Baron beneficent, glorious tout,
Indispensable, corporate,
I, thy worshipper, I devout—
Reuter, take care that I'm up to date!

—"M" in *N. C. Daily News.*

OLIVERS FREEHOLD MINES, LIMITED.

The first general meeting of shareholders in the above named Company was held at noon to day at the offices of the General Managers, Messrs J. D. Humphreys and Son. Mr. J. D. Humphreys presided, and there were also present Messrs C. Ewens (solicitor to the Company) E. Hagen, Capt. Clement, Mr. Hart Buck, Captain A. Tillet, Mr. D. W. Crawford, Dr. Noble, Messrs J. R. Stevens, C. Inchbald, G. H. Potts, C. H. Grace, W. D. Sutton, A. H. Mansell, J. H. Cox, W. H. Potts, E. S. Kelly, M. B. Polishwalla and J. A. Jupp (Secretary).

After the notice calling the meeting had been read,

The Chairman said:—Gentlemen, this is a statutory meeting which we are obliged to hold within four months from the date of the formation of the Company. The Company was registered on the 30th of December last, and, as you know, was formed for the purpose of purchasing and developing a large area of auriferous ground at Mount McDonald, New South Wales. The properties are known as 'Olivers Freehold' and the 'Eureka' mine. Both these properties were fully and accurately described in our prospectus and I need not therefore repeat what you can re-read for yourselves if you wish. Our prospects since then have improved owing to the attention of Mining Promoters in London having been directed to this district by the success of the Wentworth, which was floated with a capital of £500,000 about four years ago and has since then returned £250,000 net dividends to the shareholders. Nearer still to us, quite recently, in October 1895, the Gibraltar Gold Mining Co. was floated in London with a Capital of £30,000, fully subscribed, and later still, since we bought the "Olivers Freehold" and the "Eureka," the "Great Eastern" Mine, immediately contiguous to the southern boundary of our "Eureka" lease, has been sold to a London Syndicate and will doubtless be shortly floated. Enquiry has also been made for your mining properties and we have been asked by wire to name our price. We replied by wire that we were prepared to negotiate on the basis of £60,000 for the property, in cash and shares, and have since received a telegram from Mr. Ackroyd to the following effect:—"Negotiating the sale of the entire block. Prospects are encouraging." We are not at all anxious to sell these Mines even for this large sum of money, because, although it is a big price, we believe that after we have developed and prospected within the means of the small capital at our disposal we may do much better, either by floating a Company for a larger sum in London, or by working the mines if we have sufficient capital on our own account. After all the trouble we have taken to get together a mining staff consisting of three of the most able and trustworthy working mining managers in Australia, and a staff of picked working miners selected by them, we certainly are not in favour of too hastily parting with a property which, given sufficient capital, is in our opinion certain to achieve results which will compare favourably with the best mining industries in Australia. Our last advices from the mines are dated the 13th ultimo. The representative of our firm there, Mr. Willmott, Junr., informs us that while waiting for the transfer of the 'Eureka' they had employed their time in prospecting the 'Olivers' and had a windlass and everything fixed up over a spot where good gold had been obtained, but immediately on the transfer of the 'Eureka' Mr. Willmott, Senr., advised they should make a start at once with that mine, and finding that the shaft, which had been sunk to a depth of 85 feet by the previous owners, had been sunk over the old workings and was therefore insecure and incapable of being carried to any great depth they wired on the 24th February "Cheaper to sink a new shaft for Eureka" and on receiving our reply "Sink" Mr. Willmott pegged out a new shaft the same day 25 ft. west of the old one and on the 25th and 26th it was sunk to a depth of 7 ft. The logs were waiting and it was then logged to a sufficient depth to take the poppet heads. Work was then commenced to clear the heads ready for shifting and they were shifted bodily and placed over the new shaft without the slightest hitch or damage. This will give you an idea of the class of men you have on the job. Tenders were then called for 150 feet and these will be opened on the 16th, and we think they will be a good bit below the estimate, including timbering. The engine and house are in good order but a new dam will be built to supply the boiler with water as the present one would absorb too much power in pumping. We are expecting a telegram to give the progress made up to date—and if it comes to hand during the meeting I will read it to you. Up to date 25,000 shares in the Company have been allotted or reserved for the mining staff in Australia, including 15,000 A and 10,000 B shares. We propose to offer the whole of the remaining shares, which are all B, to the shareholders only at par, irrespective of the market rate for the time being. An issue of B shares will be offered to the registered shareholders in the proportion of one B share for every share they hold. Every shareholder on the register on Thursday, the 23rd instant, will be entitled to an allotment of one B share for every share, whether A or B, registered in his name. And it is proposed that an instalment of one dollar only shall be paid for every share applied for, and that no further calls shall be payable without at least two months notice in respect of these shares. When more money is required a final issue will be made of the remaining 10,000 B shares on which an instalment of $1 a share will be payable in the first instance, and these shares will be also offered to the shareholders in the proportion of one to every five that they then hold. Notice by advertisement will be given in due course. I shall be pleased to answer any questions.

The Chairman (continuing):—No questions being asked, I would ask you to appoint a Consulting Committee. The ordinary work we can do ourselves, but in the case of a sale we should like to be supported by a Consulting Committee. We should not like to take the responsibility of selling the property entirely on ourselves, and we are supposed to have a Consulting Committee by the Articles of Association. We have thought over the matter and I think the Consulting Committee should be composed of gentlemen knowing something about it and the district, and I therefore propose the names of Mr. G. R. Stevens, Mr. C. Ewens and Dr. Noble to be appointed as the Consulting Committee.

Captain Tillett:—I will be very pleased to second that suggestion.

Mr. Inchbald:—I should like to propose as an amendment "with power to add to their number."

The Chairman stated, after consultation with Mr. Ewens, that that would be scarcely fair to the shareholders, and suggested as an alternative that on the request of two or three shareholders a meeting be called to add to the Consulting Committee.

The Chairman added:—What we want is some one to consult with on behalf of the shareholders on questions out of the general run of business. The ordinary run of business of course we are quite capable of dealing with. I mentioned these names because these gentlemen are all very large shareholders and know all about the business. Dr. Noble is a large shareholder and represents other shareholders, and the other gentlemen are very large shareholders, and this is the reason I mentioned their names. I think the shareholders are safe when their interests are represented by the General Managers, who hold a large proportion—about one-fourth—of the shares of the Company, and by the Consulting Committee who hold a very large further portion of them.

Mr. Inchbald then withdrew his amendment and the Chairman's motion was put to the vote and carried unanimously.

Mr. Inchbald:—I am informed by the Company's Solicitor that I can propose, and I do propose, that "the General Managers are requested to add one or more members to the Consulting Committee should they think fit to do so."

This was seconded by Mr. G. H. Potts and carried unanimously.

The Chairman:—Gentlemen, that concludes the business. I hope your venture will be successful, and I believe it will be.

THE TRADE OF FORMOSA.

IMPORTANT INNOVATIONS.

Through the courtesy of a European merchant having large interests at stake in Formosa we are able to place before our readers a copy of the regulations under which the Japanese Government intends the camphor trade of Formosa shall in future be conducted. As will be seen by careful perusal, the main objection to these regulations is not so much the extra duty imposed on the product, as the numerous restrictions hampering the movement of camphor and the system of Lekin now provided for. Merchants who have been long engaged in the trade in Formosa predict that these regulations will so entirely upset the trade that it will be almost impossible for foreigners to carry on their business with any hope of success. This, it appears, is well known to the Japanese, who are said to have drafted these regulations with the express purpose of ousting foreigners by taking all the gilt off their gingerbread. They came in force yesterday.

NEW REGULATIONS GOVERNING THE CAMPHOR TRADE.

RULE I.—Persons engaged in the camphor trade shall be of 3 classes. (*a*) The manufacturer, *i.e.*, the person who sells to the agent or merchants or sell to retailers or to purchasers for their private use. (*b*) The agent or middleman, *i.e.*, the person engaged in the purchase of camphor who sells it to another agent or a merchant, or to retailers, or to other purchasers for their private use. (*c*) The merchant, *i.e.*, the person who engages in the purchase of camphor, ships and exports it.

RULE II.—Any person engaging in the camphor business must first apply to the proper authorities for a license for each place of business; if the same person engages in business at several places he must take out a license for each place; but manufacturers must observe the rules relating to Government land, forest, waste lands and camphor estates (Government order No. 26) issued in October last year; on the application being sanctioned leave will be given to manufacture.

RULE III.—Persons already in the camphor business, whether purchasers or sellers, are allowed to continue, and their names, together with those of the members of their families and their employees, must be written on the application for a license sent in to the authorities, and each person must carry his license for inspection.

RULE IV.—Licenses must be paid for at the time of issue according to the following scale:—

For each license to manufacture 20 cents.
For each license to purchase 10 "
For each license to sell.....10 "

RULE V.—Should any license be lost or spoilt, or should another person take the place of the licensee or the licensee change his name or habitation, in all such cases the matter must be reported to the authorities with an application for an issue of a new license or for alterations to be made in the old one, fees to be paid according to the above rates.

RULE VI.—If business be given up, the circumstance must be reported to the authorities and the license cancelled. Should any camphor remain in stock on which duty is unpaid, it must pay the proper amount of duty.

RULE VII.—The license must not borrowed, lent, bought or sold, or carelessly parted with.

RULE VIII.—The manufacturer must pay duty at the following rates, *viz.*, $10 on every picul of camphor.

RULE IX.—The manufacturer must on no account sell camphor on which the full duty has not been paid (except under the condition specified in the 10th rule).

RULE X.—Should any agent or merchant already engaged in the business went camphor on which duty has not been paid, he is at liberty to send in an application and he will then be allowed to purchase it; but the agent or the merchant (as the case may be) will be called upon to pay the proper duties.

RULE XI.—Should any person already engaged in the camphor business be about to convey camphor elsewhere, the camphor, whether it has paid duty or not, must be accompanied by a manifest for inspection *en route*.

RULE XII.—Should any person already engaged in the camphor business be about to convey to the coast for export, duty paid camphor, he must first apply at the Camphor Office for a Transit Pass, which must accompany the camphor for inspection *en route*. Transit Passes will be granted in accordance with the quantity applied for.

RULE XIII.—The merchant must when shipping for export point out the camphor to the examination office and apply for official inspection, and the Transit Pass will be cancelled to the extent of the weight.

RULE XIV.—Transit Passes shall be valid for three months from the day of issue.

RULE XV.—Agents and merchants already engaged in the business are at liberty to have commercial dealings with each other; but with this exception all other persons are forbidden to buy, sell, lend or pawn camphor, and it must not be carelessly disposed of. Camphor already hypothecated for advances shall on expiry of the date for repayment be excluded from the operation of this rule.

RULE XVI.—Officials furnished with proper credentials shall from time to time be sent to inspect the places of business, godowns and all other buildings, together with the account books and all implements used.

RULE XVII.—Persons illegally engaging in the camphor business without a license shall be liable to fines varying from $20 to $200; the camphor in stock shall also be forfeited and the price of the camphor sold shall be exacted.

RULE XVIII.—Breaches of the 3rd, 5th, 6th, 11th and 12th regulations shall be severely visited by fines varying from $1 to $5.

RULE XIX.—Breaches of the 7th rule shall be visited by fines of from $2 to $20.

RULE XX.—The sale of camphor on which the full duty has not been paid in breach of the 9th rule, and the unauthorised purchase or sale or loading for export of camphor on which duty is unpaid in breach of the 10th rule, as also of the 15th rule, shall render the offender liable to fines of from $20 to $200, and the whole of the prohibited camphor will be forfeited as well as all money paid for such camphor sold.

RULE XXI.—Conveyance of camphor with a false manifest in violation of the 11th rule or neglect to apply for examination of the camphor in breach of the 13th rule, or obstructing the inspection provided for in the 16th rule will all be punished by fines varying from $5 to $50.

RULE XXII.—All persons aiding and abetting or being privy to the evasion of duty (smuggling) shall be fined from $3 to $30.

RULE XXIII.—Duty must be paid according to the 8th rule on all camphor in stock on the day announced for the enforcement of these rules.

THE SUGAR TRADE.

New regulations for the conduct of the sugar trade of Formosa have recently been issued. They are just as objectionable as the Camphor Regulations. They were published *in extenso* in the *Daily Press* yesterday, and set forth that licenses must be taken out by all dealing in sugar and a tax of $3 per year is imposed upon each sugar mill—which are only capable of turning out at the most 100 piculs each during the season. The duty is raised from the old rate of 30 cents and 18 cents per picul on white and brown sugar respectively to 35 and 30 cents. It should be noted in this connection that nine-tenths of the sugar exported from Formosa is the cheaper kind—coarse brown. Customs officials are given the right to "inspect the godowns, shops, mills, all the account books, and also the sugar manufactured," and penalties of the same nature as those included in the Camphor Regulations are to be imposed for any infractions of the regulations in question.

It is to be hoped that the foreign Consuls in Formosa are fully alive to the necessity for a thorough investigation into the whole circumstances of the trade affected by these new Regulations and will forward exhaustive reports on the subject to the British Government at no very distant date.

POLO.

The members of the Polo Club have had their annual meeting this week, its finances are in a satisfactory state and otherwise the Club continues prosperous and makes progress.

The Rifle Brigade received a Challenge from the Club for a match at an early date; but acceptance is delayed until the Regiment receive a fresh lot of ponies.

Mr. F. H. May, one of the original members of the Club and a staunch supporter of all forms of sport, has presented a cup to be played for by the Members, and the following teams have been selected with the view of making the match as even as possible:—

(1.) P. de S. Burney, R.A., Capt.
W. R. Wingfield Digby, R.B., Lieut.
A. D. H. Grayson, R.A. Lieut.
L. E. Patton Bethune, R.B, Capt.
(2.) F. R. Loveband, A.D.C., Capt.
C. H. H. Nugent, R.E. Lieut.
Mr. W. J. Gresson.
P. H. Cruickshank, R.A., Lieut.
(3.) Surg. Major Edye.
E. D. Le P. Power, R.B., Lieut.
Mr. J. Hastings.
C. S. Taylor, R.A., Lieut.
(4.) The Hon. T. H. Whitehead.
G. N. Salmon, R.B, Lieut.
S. E. Holland, R.B. Lieut.
H. F. E. Lewin, R.A. Lieut.

(*The first named to be Captain of each team.*)

II. and IV. will play on the 27th, I and III will play on the 20th, and the final will be played between the winners of the first two matches on the 24th instant, on the Causeway Bay ground. The Band of the Regiment will be in attendance, and Mr. Alexander of the Rifle Brigade has kindly consented to act as umpire. The event is a very open one, the respective teams being very equal.

SPORTING NEWS.

PHENOMENAL ENTRIES FOR THE SHANGHAI SPRING MEETING.

SHANGHAI, April 6th.

The entries for the Spring Meeting closed on Saturday, the 4th, with phenomenal results, the total amounting to Tls. 6,940 against Tls. 5,385 for the Spring Meeting of last year. The former amount has never been exceeded, the totals of Tls. 6,350 in 1883, and Tls. 6,155 in 1888 being hitherto the records. The following is the complete list of entries for the three days' racing:—

FIRST DAY,—May 4th.

	1896.	1895.
1.—The Subscription Stakes	24	20
2.—The Criterion Stakes	12	13
3.—The Griffins' Plate	71	55
4.—The Cathay Cup	44	29
5.—The Jockey Cup	18	12
6.—The Klangsu Plate	20	18
7.—The Hart Legacy Cup	26	18
8.—The Racing Stakes	38	27
9.—The Light Weight Stakes, in place of the Roadsters' Plate	47	—
	—	28
10.—The Grand Stand Stakes	31	30

SECOND DAY,—May 5th.

1.—The Chukasa Cup	27	21
2.—The Shanghai Derby	52	42
3.—The Ladies' Purse	21	16
4.—The Race Club Cup	17	12
5.—The Concordia Cup	55	37
6.—The Mongolian Cup	30	19
7.—The Spring Cup	30	24
8.—The Shanghai Stakes	140	99
9.—The Taotai's Cup	29	13
10.—The Scurry Stakes	60	50

THIRD DAY,—May 6th.

1.—The Great Northern Plate	36	27
2.—The Shanghai Handicap	65	48
3.—The Shantung Stakes	20	23
4.—The Pari-Mutuel Cup	58	44
5.—The Yangtsze Stakes	30	22
6.—The Manchu Stakes	68	52
7.—The Consolation Cup	47	23
9.—The Nil Desperandum Cup	23	20
10.—The Grand National Steeplechase	50	29

SHANGHAI GRIFFINS.

A griffin, whose entries were all paid on Saturday, was being trotted round the Course yesterday morning when, catching sight of his stables at the Horse Bazaar, he bucked, threw the jockey who was riding him, and jumped the ditch. In doing this he broke his back and had to be shot; but though only measuring 12 hands 2 ins., he made what is believed to be the "record" jump for a China pony—23 feet 4 inches by actual measurement.

On the Racecourse on Saturday morning, according to previous announcement, Mr. George Dallas sent out a handsome black pony for a trial gallop of a mile and a half. The incident attracted a good deal of notice, and after covering the distance in 3 mins 10 secs., the last half-mile being done in 1 min 2 secs., and the last quarter in 31 secs., the pony was bought at auction by Mr Ring for Tls. 1,075. He has since been named *Ironside*, and is entered for the forthcoming Spring Meeting.—*N.-C. Daily News.*

A NEW TOTALIZATOR.

At the Bombay Races, says the *Times of India*, Mr. D. R. Dalal, who has for many years worked a Readymoney Totalizator at various meetings throughout the Presidency, intends to introduce to the public a new machine which should attract a considerable degree of interest. Bearing in mind the fact that Bonner's Totalizator failed because the transactions of owners and others were the common property of any who made a point of watching its work, Mr. Dalal has by several very ingenious mechanical contrivances succeeded in throwing a screen over the numbers of tickets taken on each runner, the amount in the pool being alone visible and shown in bold figures on the machine. As a piece of mechanism the machine is perfect, and by an electric arrangement it is under the absolute control of the judge, by whose pressing a button on a start being effected the work of the machine is suspended, and the further issue of tickets stopped. The new Totalizator will thus probably satisfy those who objected to Bonner's on the score of publicity. Mr. Dalal offers several concessions which will no doubt appeal to backers. For instance, when a horse wins on which no ticket has been taken, he undertakes to return the price of all tickets minus 10 per cent.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

MR. JOHN ANDREW'S CASE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—As one who has devoted a good deal of attention to the Transit Pass difficulty during the past few years, and who knows something of the workings of the system in the Yangtze Valley, it seems to me that Mr. John Andrew's case, as it stands at present, is involved in a certain amount of mystery which ought to be cleared up *pro bono publico*. Looking back over the files of your valuable paper, I find the facts to be as follows:—Mr. Andrew left Canton soon after New Year for Wuchow-fu with a junk loaded with merchandise on which Transit Pass duty, in accordance with Article XXVIII of the Treaty of 1858, had been paid, and for which a Transit Certificate had been issued by the Canton Customs officials. On arrival at Wuchow, his destination, he found the native merchants quite ready to buy, and soon arranged to sell all his goods at a fair price. But before making delivery he was informed by the intending purchasers that they were forbidden by the Taotai to buy. Complaint was made to the Taotai, the Viceroy, and H.B.M.-Consul at Canton, and in the course of a few weeks the Prefect of Wuchow issued the now notorious proclamation acknowledging the right, under Treaty, of transportation by foreigners, but adding—"After the goods have been transferred to the Chinese merchants then *likin* taxes and Customs dues will be charged according to regulation." This clause in the Prefect's decree completely nullified the plain intention of the Treaty; so the matter was again referred to Canton and to Peking. The Viceroy supported the Taotai, holding that the terms of the treaty had been fully complied with. Protests were made by the Chamber of Commerce in Hongkong to the British Minister and to the Imperial authorities in London, and we were informed that the matter would receive the attention it undoubtedly merited. The next we hear of the matter is that Mr. Andrew reports the case settled in his favour, and a few days later returns to Hongkong, all smiles, seemingly well content with the part he has played. On his return you informed your readers that as the details of the case had not been settled Mr. Andrew declined to throw any light on the settlement, and from that day to this no further information has been vouchsafed.

Now, as far as I can see there can have been but two solutions to the difficulty: Either the Taotai there issued a proclamation acknowledging to the native merchants that no further *likin* would be levied on the goods in question or the merchants were instructed to buy Mr. Andrew's cargo and sell him whatever he wanted, *in order to get rid of a troublesome customer*. If the former solution was effected then the public should have been informed of it *at once* by the proper Authorities. So many unsuccessful efforts have been made during the last few years to break down the opposition of the Kwangtung and Kwangsi provincial officials to this clause of the Treaty that my demand for *make likin* is, I submit, quite reasonable in the premises. If, however, the second plan has been resorted to, then serious and prompt action should be taken to make the Andrew's affair a never-to-be-forgotten lesson to perfidious Celestial officials.

With an unprecedentedly strong case in hand every early detail of which was made public in good faith and promptly, we find now, when absolute facts should be forthcoming, the most profound silence! Has Chinese diplomacy once again outplussed the well-hated "Barbarian?" If so, how and why? Has this case, which was professedly to be fought out as a *test case*, and so obtained the amount of support given it by the public, been pigeon-holed for the sake of peace? It is to be hoped not. I contend that all concerned in this case should cause the facts to be published as soon as possible. If Mr. Andrew's case was settled in a proper manner, in strict accordance with Treaty Rights, then he is entitled to the thanks of all who are interested in trade with China, and the world, moreover, is entitled to know all that is worth knowing about the settlement of a case of paramount importance at this juncture.

Yours faithfully,

PIECE GOODS.

Hongkong, April 11th.

[We concur in every word that our correspondent has written. We have no doubt, although he will not admit it, that Mr. John Andrew was simply brought out and that there has been no settlement of the question raised by him in the first instance. Orders, peremptory orders, were sent from Peking to get rid of him at any price, and he has been got rid of, in the hope of getting rid at the same time of the Transit Pass question for the time. *There ought to be further inquiry and further action by the Chamber of Commerce and by the China Association.*—Ed., *H.K.T.*]

CHUNGKING NOTES.

(FROM OUR OWN CORRESPONDENT.)

Chungking, March 18th.

Six members of the Lyons Commercial Commission have arrived here: Dr. Deblenne, of the Navy; M. Antoine, of Lyons, interested in silk; M. Grosjean, of Marseilles; M. Rianlt, of Roanne; M. Vial, of Lille; and M. Brenier, the Secretary of the Commission, one "of the native born" of Shanghai. They have actually found lodgings in that beautifully rebuilt house of business described in a previous letter, and some of them contemplate a residence here of many months. Their journey overland from Tongking by way of Yunnan-fu has taken about three months—on horseback for the most part as far as Kueiyang, thence by chair. They do not dwell much upon their hardships, except those of their last night's lodging, before reaching Chungking, when they literally had to hold their noses, they say, to endure it. Six others of their party now at Chêngtu are expected here in the course of the next week. Beautiful though our city is—for surely none could be more picturesquely situated, nor could it ever look more attractive than it does now in brilliant sunshine, both its rivers of the same blue as the sky overhead, and all its many fruit trees lovely with blossom—yet it is difficult to think how twelve Frenchmen are to do their tenure of office here, and it is to be hoped they may find plenty of business to occupy them, for they can find so little to amuse them.

THE CONCESSION QUESTION.

On the pretext of holidays there are not even any meetings now to discuss the question of the Concession. But it would seem as if it must be settled shortly, one of the gentlemen replacing Mr. Chinda at Shanghai having been appointed Consul at Shasi, and the other made Japanese Consul here.

MISSIONARY NEWS.

Dr. Kilborn and Dr. Canright, with their families, have arrived here after very successful voyages from Ichang, the Kilborns proceeding to Chengtu almost immediately. The Friends' Mission have opened their new schoolroom with ninety boys, a goodly gathering. Two of their Mission have left to-day for the prefecture to the east of Chêngtu with a view to eventually opening a new station in that neighbourhood. The American Methodist Episcopal Mission have bought a hill-side with a view to building a country house, or houses upon it. It is the very one that some years back was sold to Mr. Little, but to which the English Consul persuaded him to relinquish his claim after the men who sold it to him had been obliged to leave the country.

LOOKING TO THE MINISTER.

Is Sir Claude MacDonald likely to arrive soon? And when he does will he attempt to make England's influence once more felt in the West of China? Just now the position of English people is a very humble one here—the right to run steamers given up, the opening of a Concession left for Japanese to insist upon, not even to use steam launches, or introduce machinery, all of which "in the nature of things" must be done in a year or two—by other nations, more's the pity!—*N.-C. Daily News.*

COMMERCIAL NEWS.

HONGKONG SHARE MARKET.

Hongkong, April 11th.

Mr. Erich Georg in his *Weekly Share List* issued at noon to-day states:—

Easter holidays have, in a small measure, interfered with business, but a fair amount of transactions have been put through since at rather fluctuating rates, and at the close the market is rather quiet for a good many stocks, especially Punjoms, which, after the last boom, holders are desiring to sell in order to make their profits. In my last circular I quoted the issue rate of the new Chinese Loan at 98; it ought to have been 98¾. The latest London quotation is 2¼ per cent. premium (£101¼).

BANK SHARES.—Hongkong and Shanghais have ruled quiet with small sales at 191 and 190 per cent. prem., whilst latter is the closing quotation; London telegrams quote sales at £41 15s. 0d. Bank of China and Japan share without business. This Company reminds shareholders that a call of 10 shillings per share fell due on 2nd instant. Nationals sold in small lots at $32, but sellers rule the market, and $31½ may perhaps be accepted.

MARINE INSURANCE SHARES.—Unions sold at $210 and $212½, but are offering at latter rate. China Traders have been inquired for from the north, resulting in sales at $79½ and $80; at latter rate a few shares are on the market. North-Chinas are quiet at Tls. 230. Yangtszes continue to be in demand at $160, but I have not heard of any sales. This Company will hold its annual ordinary general meeting on 20th inst., transfer books being closed now till that date. The report has been issued, from which I gather the following particulars:—Working Account for 1894 and former years shows a credit balance of $184,360.41, from which the directors recommend a special dividend of 10 per cent. (=$6 per share), absorbing $41,688, and carrying forward the balance of $142,672.41 to new account. Working Account, 1895: The net premia, less reinsurances, etc., amount to $395,200.04, and the account shows a balance at credit on 31st December, 1895, of $294,832.44, which the directors recommend to be appropriated in the following manner:—A dividend of 10 per cent. (=$6 per share), absorbing $41,688, to place to Reserve Fund (increasing same to $400,000) the sum of $50,000, and to carry forward to new account the balance of $203,144.44. Exchange and Investment Fluctuation Account has been increased by $9,919.63, and now stands at $72,219.93. The sterling exchange has been taken at 2s. 1 1/32d. per tael and the relative value between dollars and taels at 73. This is a highly satisfactory result. Canton Insurances are quiet at $200. Straits have changed hands in considerable numbers at $27, $27½, $27¾ and $28 per share, and are in demand now at $28¼.

FIRE INSURANCE SHARES are easier. Hongkongs sold at $345 and $340 cash, also at $348 for 30th June, and are on offer. Chinas, after further sales at $97, are obtainable at that rate.

SHIPPING SHARES.—A fair business has been done in Hongkong, Canton, and Macao Steamboat shares at rates ranging between $33¾ and $34 for cash, and corresponding rates on time, the market closing steady at $33¾. Indo-Chinas changed hands at $70 cash, and corresponding time rates, and continue in demand. Douglases sold at $51½ and $51, and at latter rate shares could be placed. China and Manilas fetched $66, at which rate they are steady. Nothing has been done in China Mutuals.

REFINERIES very quiet, and without any business to report.

MINING STOCKS.—A telegram from Punjom giving the result of the mining operations for March, viz., 1,000 tons of ore, yielding 535 ounces of gold, and 23 tons of concentrates calcined, yielding 120 ounces of gold, totalling 655 ounces of gold, caused a general inquiry for the stock, and ordinary shares sold at $11 to $14 cash, also at $14½ for 31st May, and preference shares at $2½ to $3.10 per share. A weaker feeling has set in, however, owing to the anxiety of recent purchasers to clear their profits, and rates dropped gradually, until $11½ and $11 has been accepted to-day. A stronger feeling may, however, set in at any moment and should the cyanide process prove a success we may experience quite a big boom in this stock. Letter advices from the mine report the quality of the ore as improving. Charbonnages have been fixed at $72½. Balmorals are a little easier with sellers at $3. Jolebus sold at $3, 3½, 3⅝, and $4, but at the close there are no buyers over $3⅝. Raubs have been in strong demand, and a large quantity of shares changed hands at rates ranging between $5.10 and $6 per share. I hear it rumoured that in Singapore the rate once went up to $6½, but dropped again on the circulation amongst shareholders of a letter from the directors advocating a large increase in stamps and the installation of electric power, which would cause an outlay of some £40,000, and for which calls on the shareholders would be required. The stock closes firm with buyers at $5⅜. Oliver's Freehold shares sold at $1⅛ for "A" and $2⅛ for "B" shares.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks sold in fair quantities at 177½ to 179 per cent. prem. cash, at 180 for 30th instant, and corresponding rates on time, and continue in demand. The dock is full of plenty of good paying work. Hongkong and Kowloon Wharf and Godown Company's shares sold at $48 and $47½, and are on offer at latter rate. Wanchais sold at $39 and a small lot of New Amoy Docks at $10¾.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands sold at $73½ and $73 and are freely offered at latter rate. A few Kowloon Lands sold at $17½ and $18, some Hongkong Hotels at $25, with buyers now at $26, and Humphreys Estate at $9¾.

MISCELLANEOUS.—A. S. Watsons are on offer at $13, and Green Islands at $16. Browns are wanted at $5. Electrics sold at $7.10 and $7.15, and close steady. Ropes found buyers at $191 to $200, and are in demand at latter rate. Geo. Fenwick & Co.'s shares are quieter with sellers at $16. Hongkong Ice sold at $104 and $105 and are in demand. Tramways fetched $95. Some Dairy Farm shares sold at $4 and $5. Bell's Asbestos are weak at $9, while in Cotton shares there is no change to report.

SHIPPING AND MAIL NEWS.

MAILS DUE:

French (*Sydney*) 14th inst.
Indian (*Arratoon Apcar*) 14th inst.
American (*Belgic*) 18th inst.
Australian (*Tsinanan*) 19th inst.
Canadian (*Empress of India*) 20th inst.
Tacoma (*Victoria*) 22nd inst.
American (*Peru*) 26th inst.

* * *

THE N. G. I. steamer *Lotimbro* left Bombay for this port on the 9th inst., and may be expected here on or about the 28th.

* * *

THE Agents (Messrs Jardine, Matheson & Co.) inform us that the steamship *Glengyle*, from New York and the Straits, left Singapore for this port on the afternoon of the 9th inst.

* * *

THE Canadian Pacific Railway Co.'s steamship *Empress of China*, from Hongkong on 8th inst., arrived at Shanghai at 11.30 p.m. yesterday, and left for Nagasaki at 10 a.m. to-day, where she is expected to arrive at 4 p.m. to-morrow.

* * *

SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day.

ARRIVALS.

Harrow	steamer,	from	Singapore.
Nanyang	"	"	Chinkiang.
Victoria	"	"	Singapore.
Evandale	"	"	Kutchinotzu.
Taksang	"	"	Swatow.
Shuld	"	"	Saigon.

Aggregating 7,119 tons register.

DEPARTURES.

Wuotan	steamer,	for	Saigon.
Haimun	"	"	Swatow.
Sachsen	"	"	Shanghai.
Hohenzollern	"	"	Japan.
Ly-ee-moon	"	"	Canton.
Swift	gunboat	"	Japan.

Aggregating 10,353 tons register.

* * *

The German steamship *Nanyang* left Woosung on the 6th instant, and had foggy weather to Steep Island. From Steep Island to Ocksen had fine clear weather and light winds. From Ocksen to Hongkong had foggy weather and heavy thunderstorms, with rain and light variable winds; arrived here on the 10th.

HONGKONG AND WHAMPOA DOCK RETURNS

	In	Kowloon	Dock
Tatlee	"	"	"
Honam	"	"	"
Rhodina	"	"	"
Centurion (H.M.S.)	"	"	"
Freyr	"	"	"
Esmeralda	"	"	"
Nord	"	"	"
Otaru Maru	"	"	"
Anamor	"	"	"
Tacoma	"	Cosmopolitan	"
Strathesk	"	Aberdeen	"
Ocampo	"	"	"

PORT DUES AT CALCUTTA.

Calcutta, March 12th.—A notification appears in the Calcutta *Gazette* that, in consequence of the estimated income of the Commissioners of the Port of Calcutta being insufficient, a toll would be levied from the 1st April on all goods landed or shipped within the limits of the port at the rate of four *annas* per ton, in addition to or other than those prescribed by any scale of tolls, dues, rates, and charges now in force.

FOOD for Consumptives.—Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites of Lime and Soda is a most wonderful food for the Consumptive. It not only gives strength and increases the flesh, but heals the irritation of the throat and lungs. It is very palatable; children take it like milk, and in all wasting diseases both for adults and children, it is a marvellous food and medicine. Any Chemist can supply it.—Sole Agents for Hongkong and the Empire of China:—Watkins & Co., Hongkong.—[*Advt.*

Masonic.

PERSEVERANCE LODGE OF HONGKONG, No. 1165.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on THURSDAY, the 16th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 10th April, 1896. [649

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HOUSES in RIPON TERRACE.
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"TUSCULUM," MAGAZINE GAP—Furnished.
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FIRST FLOOR, No. 4, BLUE BUILDINGS.

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Hongkong, 10th April, 1896. 19

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WITH IMMEDIATE POSSESSION.

FOUR FURNISHED BED-ROOMS at KOWLOON HOTEL.
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NEW VICTORIA HOTEL.
Hongkong, 2nd March, 1896. [439

TO LET.

LARGE GODOWN on KOWLOON PRAYA, suitable for the storage of GENERAL CARGO or COAL.
Apply to
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Hongkong, 4th April, 1896. [616

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EXTRA DRY

Carte D'Or Sec | Carte Blanche

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Vice-President College of Surgeons, Ireland, Medical Officer of Health for Dublin.

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DENTISTRY.

MR. SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 56, Queen's Road Central.
Hongkong, 2nd November, 1895. [51

SIEN TING,
SURGEON DENTIST,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1895 [46

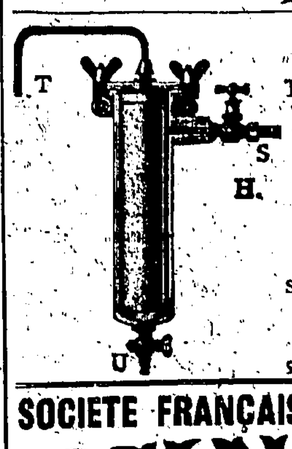
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Surgeon Dentist,
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HAS REMOVED
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CONSULTATION FREE.
Hongkong, 27th July, 1895. [10

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DYNAMITE

TRADE MARK.

No. 1 Blasting Gelatine, No. 1 Dynamite, Gelatine Dynamite, Gelignite, Detonators, and all necessary appliances can be obtained in any quantity, securely packed in cases of 50 lbs. each.

Electric Fuses, Fuzes, Electric Machines, Cables, Irido Platinum Wire,

Apply to Messrs. DODWELL, CARLILL & Co., Hongkong.
Agents for M. OPPENHEIMER & Co., Paris.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Steamship

"KWEILIN,"

Captain Harris will be despatched on MONDAY, the 13th instant at Noon.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 9th April, 1896. [648

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"DARDANUS,"

Captain Gregory, will be despatched as above on MONDAY, the 13th April.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 30th March 1896 [583

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"ZAFIRO,"

Captain Cobban, will be despatched for the above Port on TUESDAY, the 14th Instant, at 5 P.M.

This Steamer has Superior Accommodation for Passengers.

For Freight or Passage, apply to
SHEWAN & Co.,
General Managers.

Hongkong, 8th April, 1896. [639

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship

"ESMERALDA,"

Captain G. A. Tayler, will be despatched for the above Ports on WEDNESDAY, the 15th Instant, at 5 P.M.

This Steamer has Superior Accommodation for Passengers, and is fitted with the Electric Light.

For Freight or Passage, apply to
SHEWAN & Co.,
General Managers.

Hongkong, 8th April, 1896. [640

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT).

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship

"MARIA VALERIE,"

Captain A. Fellner, will leave for the above places on TUESDAY, the 14th Instant.

For Freight or Passage, apply to
SANDER & Co.,
Agents.

Hongkong, 8th April, 1896. [641

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON AND HOLLAND, VIA STRAITS AND USUAL PORTS OF CALL.

(Taking transhipment Cargo for LIVERPOOL, GLASGOW, &c.)

THE Company's Steamship

"PINGSUEY,"

D. Davies, Commander, will be despatched as above on or about the 21st instant, to be followed a week later by the "TEENKAI."

For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 1st April, 1896 [608

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896.
(Subject to Alteration.)

Altmore	Wednesday.....	15th April.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"ALTMORE,"

will be despatched hence for HONOLULU, VICTORIA, B.C., and PORTLAND, OREGON, *via* KOBE and YOKOHAMA, on WEDNESDAY, the 15th April.

Consular Invoices of Goods for United States Points should be in QUADRUPLICATE; and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to
SHEWAN & Co.,
Agents.

Hongkong, 27th March, 1896. [562

Shipping.

STEAMERS.

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"HARROW,"

Captain Smith, will be despatched as above on or about SUNDAY, the 12th instant.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 4th April 1896 [615

"STRATH" LINE OF STEAMERS.

FOR KOBE AND YOKOHAMA.

THE Steamship

"STRATHNEVIS,"

Captain Pattie, will be despatched for the above Ports on WEDNESDAY, the 15th instant, at 5 P.M.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 10th April, 1896. [650

"RICKMERS" REGULAR LINE OF STEAMERS.

FOR MARSEILLES, BREMEN AND HAMBURG.

(Taking Cargo at through rates to RED SEA PORTS, MEDITERRANEAN and BLACK SEA PORTS.)

THE Company's Steamship

"DOROTHEA RICKMERS,"

Captain Pape, will be despatched as above on FRIDAY, the 17th instant, instead of as previously advertised.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 10th April, 1896. [461

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"PRIAM,"

Captain C. Jackson, will be despatched as above on SUNDAY, the 19th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 6th April, 1896. [625

"SHELL" LINE OF STEAMERS.

FOR HAVRE AND LONDON.

THE Company's Steamship

"TURBO,"

Captain J. Moses, will be despatched as above on MONDAY, the 20th instant.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 10th April, 1896. [647

JAVA, CHINA JAPAN LINE OF STEAMERS.

UNDER MANAGEMENT OF THE ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

PROPOSED SAILINGS.
(Subject to Alterations.)

JAVA, HONGKONG, YOKOHAMA, KOBE, AMOY, HONGKONG, SINGAPORE, JAVA.

FROM HONGKONG.

S.S. *Castilux*.....	To JAVA.....	April.
S.S. *Federation*....	To JAVA.....	May.
S.S. *Germania*.....	To JAVA.....	June.
S.S. *Federation*....	To JAPAN	April.
S.S. *Germania*.....	To JAPAN	May.
S.S. *Castilux*.....	To JAPAN	June.

General Agents for China & Japan,
LAUTS, WEGENER & Co.

Hongkong, 30th March, 1896 [593

SAILING VESSELS.

FOR SAN FRANCISCO.

THE 190 A. L. British Ship

"QUEEN ELIZABETH,"

Fulton, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN & Co.

Hongkong, 18th February, 1896 [356

FOR NEW-YORK.

THE 1,400 A.1 American Iron Ship

"T. F. OAKES,"

E. W. Reed, Master, shortly expected from the North, will load here for the above Port, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.

Hongkong, 27th February, 1896. [413

FOR NEW YORK.

THE 3/3 L.I.I. American Ship

"TAM O'SHANTER,"

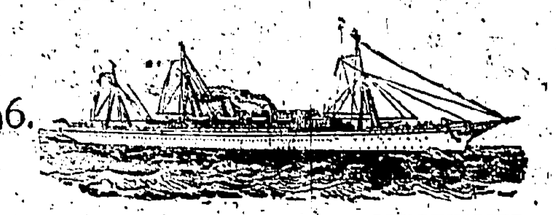
Peabody, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.

Hongkong, 16th March, 1896 [484

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1896.  1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 29th April.
EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R.....WEDNESDAY, 20th May.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 10th June.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, *via* Honolulu, and Sydney to Hongkong *via* Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street. [3

Hongkong, 8th April, 1896.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE; VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belgic (via Nagasaki, Kobe, Inland Sea & Yokohama)	Saturday, 25th April, at Noon.
Copiic (via Nagasaki, Kobe, Inland Sea and Yokohama)	Wednesday, 13th May, at Noon.
Gaelic (via Nagasaki, Kobe, Inland Sea & Yokohama)	Saturday, 30th May, at Noon.

THE Company's Steamship

"BELGIC"

will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on SATURDAY, the 25th April, 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 8th April, 1896. [2

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOFT SOAP.

JEYES FLUID
THE BEST DISINFECTANT

DISINFECTANT SOAPS.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 4th March, 1895. [9

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 16th April, at Noon.
Peru (via Nagasaki, Kobe, Inland Sea & Yokohama)	Sunday, 3rd May, at Daylight.
City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea & Yokohama)	Thursday, 21st May, at Noon.

THE U. S. Mail Steamship

"CHINA"

will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 16th April, 1896, at Noon, taking Passengers, and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 3 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 1st April, 1896. [1

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

PRAYA CENTRAL, HONGKONG.

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND.
HARTMANN'S GREY PAINT.
DAIMLER'S PATENT MOTOR LAUNCHES.
&c., &c., &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.
AT
REASONABLE PRICES.

Hongkong, 16th July, 1895. [40

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON $400.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK $350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA $225.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Tacoma	2,549	Tuesday...	April 14.
Victoria	2,167	Thursday..	April 30.
Olympia	2,608	Monday ...	May 18.

THE Steamship

"TACOMA,"

Captain T. A. Whistler, R.N.R., sailing at Noon, on TUESDAY, the 14th April, will proceed to VICTORIA, B.C., and TACOMA, Wash., *via* KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and *one copy must be sent forward by the steamer* to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 3 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to
DODWELL, CARLILL & Co.,
General Agents.

Hongkong, 10th April, 1896. 4

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship

"PESHAWUR,"

Captain F. J. Cole, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 23rd April, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. *Carthage*, leaving that port on the 16th May for London direct.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *viâ* Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 9th April, 1896. [431

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Sachsen.....	Tuesday ...	28th April.
Karlsruhe.....	Tuesday ...	26th May.
Prinz Heinrich ...	Tuesday ...	23rd June.
Preussen	Tuesday ...	21st July.
Sachsen.....	Tuesday ...	18th August.
Karlsruhe.....	Tuesday ...	15th Sept.
Prinz Heinrich ...	Tuesday ...	13th Oct.
Preussen	Tuesday ...	10th Nov.

ON TUESDAY, the 28th day of April, 1896, at 9 A.M., the Company's Steamship "SACHSEN," Captain H. Supmer, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on SATURDAY, the 25th April. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 27th April, and Parcels will be received at the Agency's Office until NOON on MONDAY, the 27th April. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 4th April, 1896. [600

Printed and Published by CHESNEY DUNCAN at No. 6, Pedder's Hill, in the city of Victoria, Hongkong.